

Transportation Projects Update

Introduction

This table is designed to provide an at-a-glance summary of the status of different transportation projects which have been moving forward during the last several months. Projects are roughly organized in the following manner: transportation infrastructure projects funded in the STIP; NCDOT maintenance projects; Carrboro bicycle plan projects (from the 2009 Carrboro Comprehensive Bicycle Transportation Plan and the 2020 Bicycle Plan Update); safety projects, NCDOT ADA ramp project(s), projects relating to the downtown Slow Zone, pedestrian safety projects relating to crossings; plans and policies; Vision Zero, including Safe Streets for All (SS4A) and the Town's Safe Routes to School Action Plan; the Orange County Transit Plan; micro-mobility; traffic calming; and American Rescue Plan (ARPA) projects. Information is outlined with a short description of the project, a brief status report with anticipated next steps, and an explanation as to how the project fits in within the Town's overall transportation network. If you have questions about this report, please contact Tina Moon at cmoon@carrboronc.gov or 919-918-7325.

State Transportation Improvement Program (STIP)

The Strategic Prioritization Process (SPOT) is the data-driven process that NCDOT uses to develop the Department's 10-year State Transportation Improvement Program (STIP). NCDOT initiates the prioritization process every two to three years and it takes approximately two years to select projects, schedule and program for state and federal funding. **NCDOT has recently released the draft STIP for FY2026-2035 (Prioritization 7.0)** and will be taking public comment through April 4, 2025. The anticipated schedule includes adoption by the North Carolina Board of Transportation in the summer of 2025 and Federal Highway Administration approval in the fall of 2025. (Please use the following link to review the [2026-2035 Draft STIP](#) . Orange County is in Division 7).

It should be noted that NCDOT has spent considerable effort over the last couple of years to obtain updated cost estimates for existing projects programmed in the STIP. This has translated into two rounds of prioritization--P6.0, and now P7.0—with almost no new projects. Staff is reviewing the draft FY2026-2035, and it appears that all the Town's programmed projects remain funded. This includes the Jones Creek Greenway, Morgan Creek Greenway Phase 1, South Greensboro Street Sidewalk, Estes Drive Bike-Ped Improvements, Barnes Street Sidewalk and Jones Ferry Road Sidewalk. The two projects that the Town submitted for the FY25-27 Regional Flexible Funding (RFF) Call for Projects: the bundle of three bicycle plan projects (Shelton Street bike/ped improvements, Maple Avenue contra-flow, and East Poplar Avenue pedestrian lane) and design for Phase 2 of the Bolin Creek Greenway remain funded in the STIP. The NC 54 sidepath project, which was only guaranteed funding for design, was subject to reprioritization as part of P7.0 and was not identified for funding. None of the other projects that the Town submitted for P7.0 were selected for funding. These included: the Seawell School Road sidepath; Old NC 86/Hillsborough Road to Farmhouse Road, bike lanes and sidewalk on one side; and the Morgan Creek Greenway, Phase 2. For more information on the projects that Carrboro submitted for P7.0 please see the Town Council update and discussion of local transportation projects on May 2, 2023 ([Town of Carrboro - Meeting of Town Council on 5/2/2023 at 7:00 PM](#)).

The Triangle West Transportation Planning Organization (TWTPO) (formerly the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization of DCHC MPO) has requested new submissions for the next round of prioritization, SPOT P8.0, in March 2025. More information will be forthcoming relating to the schedule for the adoption of the FY2026-2035 STIP and the upcoming schedule for Prioritization 8.0.

| Infrastructure Projects | | |
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| Project Name & Description | Status | Network |
| <p>Morgan Creek Greenway - Phase 1 (EL-4828-A) This is the first phase of a greenway system that will ultimately connect Smith Level Road to University Lake with a potential spur to Carrboro High School.</p> <p>Phase 1 begins at the Smith Level Road bridge and extends west along the north side of Morgan Creek, with a spur to Abbey Road, and then crosses the creek via a pedestrian bridge to a terminus point near an existing informal pedestrian network in the woods, for a total of approximately 1850 linear feet.</p> | <p>Design work to prepare Phase 1 of the greenway to be readvertised for bid is underway.</p> <ul style="list-style-type: none"> 90-percent plans have been submitted to NCDOT for review. The Town has received comments from NCDOT and has resubmitted revised plans. The CLOMR has been approved by FEMA. The contract for design services was amended to include consultant services for completion of retaining wall design and a Phase 1 Cultural & Archaeology Survey. The Cultural & Archaeology Survey has been completed. The Categorical Exclusion (CE) document was submitted for review, additional environmental work was needed. The Town Council authorized a contract amendment to conduct this additional environmental survey work on April 23, 2024. The CE document has been resubmitted. The Town Council authorized the allocation of local discretionary funds on May 2, 2023. The DCHC MPO Board approved a resolution to amend the TIP on January 23, 2024. Staff has submitted a request for additional funding as part of the Orange County Transit FY26 work program. Staff is in the process of reviewing the project budget with the Finance Department prior to submitting a supplemental agreement with NCDOT to reflect the additional funding and updated schedule. <p><u>Next Step(s) with anticipated schedule:</u></p> <ul style="list-style-type: none"> Submit revised Erosion Control application (March 2025). Submit 100-percent plans, bid documents/specification manual & permits for NCDOT review (April/May 2025). | <p>The spur to Abbey Road provides direct access to one of the three signalized pedestrian crossings across NC 54 West (anticipated to be constructed in the fall of 2024) which will connect via informal paths through the Royal Park Apartments toward Barnes Street to Jones Ferry Road and/or through to South Greensboro Street via Whispering Hills.</p> <p>The greenway will also connect via an underpass under Smith Level Road to the Morgan Creek Greenway in Chapel Hill which extends east parallel to NC 54. Chapel Hill is in the process of getting a consultant under contract to resume design work on Morgan Creek West.</p> <ul style="list-style-type: none"> The Morgan Creek Greenway is identified in the 2020 Carrboro Bike Plan Update. The project is identified in <i>Carrboro Connects</i>. <p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> The signalized pedestrian crossings along NC 54 (BL-0044). Phase 2 of the Morgan Creek Greenway was submitted for P7.0. It scored well but was not programmed for funding in the draft FY2026-2035 STIP. The Town may resubmit for P8.0. |

| Project Name & Description | Status | Network |
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| <p>Morgan Creek Greenway - Phase 1 (EL-4828-A) Continued.</p> | <p><u>Next Step(s) continued:</u></p> <ul style="list-style-type: none"> • Advertise for CEI services (late spring 2025). • Select CEI firm; submit for NCDOT audit; award CEI contract (August/September 2025). • Staff anticipates advertising the project for construction in August 2025. | |
| <p>Jones Creek Greenway (C-5181) Part of the Upper Bolin Creek Greenway system, the Jones Creek Greenway is an approximately 808-foot paved multi-use path and pedestrian bridge that will connect Lake Hogan Farm Road with the existing Twin Creeks Greenway that extends north to the parking lot at Morris Grove Elementary School.</p> | <p>Design is 90-percent complete. The specification manual has been reviewed and revised. The Categorical Exclusion (CE) document has been approved.</p> <p>The Council approved the allocation of local discretionary (federal STBG-DA) funds to the project in June 2022 and a contract amendment for the firm conducting design services in June 2024.</p> <p><u>Next Step(s) with anticipated schedule:</u></p> <ul style="list-style-type: none"> • Confirm project budget with Finance. • Amend the municipal agreement with NCDOT to reflect current budget and schedule. • Meet with NCDOT ROW staff regarding easements/ROW authorization (February/March 2025). • Complete ROW acquisition (April/May 2025). • Finalize 90-percent plans, specification manual & permits/consultation for NCDOT review (May). • Advertise for CEI services; select CEI firm; submit for NCDOT audit; execute contract for CEI services (May/July 2025). • Request construction authorization/submit final plans (100-percent) (June 2025). • Advertise (June/July 2025) | <p>The project will provide off-road walking and cycling options for the Lake Hogan Farms, Legends, Ballentine, and Fox Meadow neighborhoods to destinations such as Morris Grove Elementary and the future Twin Creeks Park.</p> <ul style="list-style-type: none"> • The project is identified in the 2020 Carrboro Bike Plan Update. • The project is identified in <i>Carrboro Connects</i>. <p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> • The project is identified the Bolin Creek Greenway Conceptual Master Plan. • The Town was awarded Regional Flexible Funds (RFF) for design services for Phase 2 of the Bolin Creek Greenway in the FY25 Call for projects. Funding should be available in FY27. • Phase 2 of the Bolin Creek Greenway extends from the southern end of the Jones Creek Greenway southeast to across Turtleback Crossing Drive to the existing Lake Hogan Farm trail network north of Hogan Woods Circle. |

| Project Name & Description | Status | Network |
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| <p>South Greensboro Street Sidewalk (C-5650) The sidewalk will be constructed along the west side of S. Greensboro St. from the northern end of Old Pittsboro Rd. to the NC-54 eastbound off-ramp, and on to the Public Works driveway. The sidewalk would fill a major gap for pedestrians from the higher-density area along Smith Level Rd., south of NC-54 bypass, to downtown.</p> | <p>Design for the sidewalk is 65-percent complete. Design on the waterline replacement is 90-percent complete.</p> <ul style="list-style-type: none"> • NCDOT approved the scope of work and associated costs for the additional design services related to the waterline replacement in the spring. • The contract with the design firm RKA/DRMP has been amended to cover the additional design services relating to the waterline. • Additional funds (local discretionary funds and Regional Flexible Funds) have been added to the project by way of an amendment to the FY2020-29 STIP. • NCDOT has requested that the Town expand the project scope to include resurfacing South Greensboro Street from Main Street to the Smith Level Road bridge. • The resurfacing project extends beyond the original project boundaries for the sidewalk. NCDOT has requested that the Categorical Exclusion (CE) document (which was submitted in December) be revised to include the larger study area. • The Town and the project engineer have been working closely with OWASA for the last several months to determine the necessary public utility easements (PUE) to ensure minimal impacts to property owners while providing OWASA with sufficient access for maintenance. | <p>The sidewalk project includes a capacity analysis for narrowing the vehicle travel lane widths between the roundabout at South Green and the Smith Level Road bridge to install bike lanes. Vehicle lane widths need to remain wide enough to accommodate transit service.</p> <ul style="list-style-type: none"> • The pause in the project relating to the waterline provided an opportunity to continue conversations with NCDOT on the Town's request to reduce the speed limit from 35 to 30 mph. • With the speed limit reduction, Chapel Hill Transit has provided initial approval of the lane narrowing necessary to install the bike lanes. <p>✓ The bike lane portion of the project is identified in the Carrboro Bike Plan.</p> <p>✓ The project is identified in <i>Carrboro Connects</i>.</p> <p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> • A couple of the intersections along South Greensboro Street were identified with recommended improvements in NC 54 Safety Study (2019) link to study here: https://www.carrboronc.gov/722/Transit • Possible sidepath on the 300 block of South Greensboro Street (ARPA). • Capacity analysis/road diet to add bike lanes to Merritt Mill Road (NCDOT Resurfacing). Project completed as part of the FY24. |

| Project Name & Description | Status | Network |
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| <p>South Greensboro Street Sidewalk (C-5650) Continued.</p> | <p><u>Next Step(s) with anticipated schedule:</u></p> <ul style="list-style-type: none"> • Finalize PUE needs with OWASA (February 2025) • Review CE document (June 2025) • Confirm project budget with Finance. • Amend the municipal agreement with NCDOT to reflect current budget and schedule; include state funds for resurfacing work, if possible (winter/spring 2025). • ROW authorization (September 2025-June 2026) • Submit 90-percent plans (March 2026) • Request construction authorization/submit final plans (100 percent) for construction (May 2026) • Advertise (June 2026) • Continue to work with NCDOT to formalized request to reduce speed limit from 35 to 30 mph (ongoing). • Consider bidding sidepath on 300 block of South Greensboro Street at same time as add-on. (See ARPA projects). | |
| <p>Bicycle Loop Detectors (U-4726-DF) Installation of bicycle loop detectors at intersections in the downtown and at West Poplar/NC 54, to advance the traffic signals for bicyclists.</p> | <p>Revisions to the plans and specification manual at 100 percent were submitted to NCDOT in early January, revisions are underway.</p> <ul style="list-style-type: none"> • The additional funds (local discretionary) have been added to the project. • The project was advertised on May 19, 2024, with the bid opening on June 13th • The project was readvertised on July 25th with the bid opening on August 15th. • The Town received NCDOT concurrence in October. • Staff is confirming project budget with Finance. • The contractor is preparing the bonds and insurance information. | <p>Installation of bike loop detectors at key locations downtown should work in concert with East Main Street bike lanes to begin to complete the bicycle infrastructure in the downtown.</p> <ul style="list-style-type: none"> • The project is identified in the 2009 Carrboro Comprehensive Bicycle Transportation Plan & 2020 Bicycle Plan Update. <p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> • Capacity analysis/possible road diet to add bike lanes to North Greensboro Street (NCDOT Resurfacing). • Modifications to the traffic signal timing in the downtown. |

| Project Name & Description | Status | Network |
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| <p>Bicycle Loop Detectors (U-4726-DF) Continued.</p> | <p><u>Next Step(s) with anticipated schedule:</u></p> <ul style="list-style-type: none"> Execute the contract & NTP (March 2025). | <p>As noted in the 2020 Bicycle Plan Update report on October 18, 2022, work is underway to develop a restriping plan for North Greensboro Street. Part of the plan development involved conducting a capacity analysis to determine a possible lane reduction to provide space for bike lanes, a change that could affect the lane alignment at North Greensboro and Weaver and by extension the placement of bike loop detectors. The analysis, however, determined that a lane reduction was not feasible.</p> |
| <p>Signalized Pedestrian Crossings (BL-0044) Signalized pedestrian crossings at three locations along NC 54 West: two in Carrboro and one in Chapel Hill. Carrboro locations include NC 54 & Abbey Road and NC 54 & Westbrook Drive.</p> | <p>Municipal agreements with NCDOT have been executed. NCDOT is managing design and construction.</p> <ul style="list-style-type: none"> The Town's participation in the project involved providing \$150,000 toward the necessary local match for federal funding. Carrboro applied \$150,000 of Orange County transit funds earmarked for a HAWK on NC 54 toward the project. Reimbursement has been requested and received. <p><u>Next Step(s) with anticipated schedule:</u></p> <ul style="list-style-type: none"> NCDOT to acquire necessary easements/ROW. NCDOT to let the project for construction (anticipated for April 2025). Construction is anticipated to begin in the summer of 2025. | <p>The signalized crossings have been located at transit stops along NC 54 with high ridership and where pedestrians frequently cross the highway to access a bus stop. The crossings will further the bike/ped network by providing safe crossings across NC 54, connecting the neighborhoods south of NC 54 to the downtown area and eventually the apartments along the north side of NC 54 to Carrboro High School and University Lake, by way of the Morgan Creek Greenway.</p> <ul style="list-style-type: none"> The projects are identified in NC 54 Safety Study (2019). The signalized crossings also provide improved transit access for some of the larger apartment complexes (Carolina Apartments, Royal Park, Kingswood) that are in Qualified Census Tracts. <p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> The Morgan Creek Greenway (EL-4828A) Barnes Street Sidewalk (EB-5890); not yet initiated. |

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| <p>Homestead Road-Chapel Hill High School Multi-Use Path (U-4726-DE) Phase 1B of the Bolin Creek Greenway system, the project consists of approximately 2100 linear feet of a multi-use path from Bolin Creek just north of Homestead Rd to the vicinity of Chapel Hill HS, including a crossing of Bolin Creek, approximately 200 feet south of Homestead Rd.</p> | <p>The ribbon cutting event was held in August 2018, and the multi-use path opened for use.</p> <p>The Town requested a supplemental agreement with NCDOT to add funding to the project budget for additional reimbursement and to extend the project milestones. The SA was executed in April 2024. The Town submitted and received the remaining reimbursement requests in August 2024.</p> <p>The last few minor punch-list items were completed in the summer of 2024.</p> <p>The project was formally closed out and accepted by NCDOT in December 2024.</p> <p><u>Next Step(s) with anticipated schedule:</u></p> <ul style="list-style-type: none"> Public Works is in the process of ordering a new bridge section to replace the unit damaged by the tree. Installation is anticipated to occur summer/fall 2025. | <p>The multi-use path connects the residential neighborhoods at Claremont North and Winmore to the Chapel Hill High School by way of a under pass under the Homestead Road bridge. The facility also connects to Claremont South by way of a spur to the multi-use path.</p> <ul style="list-style-type: none"> The project is identified the Bolin Creek Greenway Conceptual Master Plan. The Town submitted Phases 2, and 3-4 of the Bolin Creek Greenway for the FY25 call for projects for Regional Flexible Funding (RFF); design for Phase 2 was programmed for funding. The project is identified in the 2009 Carrboro Comprehensive Bicycle Transportation Plan & 2020 Bicycle Plan Update. The project is identified in <i>Carrboro Connects</i>. |

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| <p>Estes Drive Bike-Ped Improvements (EB-5886A) Bike-Ped improvements – exact alignment to be determine (bike lanes and sidewalk, sidepath, combination) along one or both sides of Estes Drive from North Greensboro Street to Carrboro Town Limits for approximately 2165 linear feet or 0.41 mile.</p> | <p>Carrboro and Chapel Hill submitted a joint project for bike-ped improvements along Estes Drive from North Greensboro Street to Martin Luther King Jr. Boulevard for P3.0. The project was programmed under a STIP # EB-5886A for Carrboro and EB-5886B for Chapel Hill. The project budget for Carrboro’s portion of the corridor was \$1,064,000.</p> <p>In the fall of 2023, NCDOT ask jurisdictions to provide updated project costs. Using the NCDOT Bike-Ped estimator tool and discussing with the Town Engineer, staff submitted an updated cost of approximately \$2,000,000. NCDOT engaged consulting services in the summer of 2024 to conduct an express design to develop alignment options and updated costs.</p> <p>In November, staff reached out to NCDOT regarding the current project budget in anticipation of initiating the municipal agreement process to start the project. NCDOT directed staff to use a project cost that was considerably higher than the 2013 estimates, largely due to anticipated ROW and public utility easement needs.</p> <p>In an effort to find a way to advance the project, the Town has arranged for the Town Engineer to develop two additional alignment options with preliminary estimates for consideration.</p> <p><u>Next Step(s) with anticipated schedule:</u></p> <ul style="list-style-type: none"> • Sungate Design has prepared the draft alignments; next step is to prepare cost estimates. • The Town has Orange County transit tax revenue funds earmarked for the project; additional funds have been requested as part of the FY26 Work Program | <p>The Estes Drive Bike-Ped project involves the design and construction of either bike lanes and a sidewalk(s) or a sidepath or some combination along the entire corridor from North Greensboro Street roundabout to Martin Luther King Jr. Boulevard.</p> <ul style="list-style-type: none"> • Chapel Hill has begun the design process for its portion of the corridor and the towns are working closely to ensure that the two projects connect with a seamless transition, a connection that will be complicated by the at-grade railroad crossing. • The new bike-ped facility will provide a direct connection to the Wilson Park Greenway (Bolin Creek Phase 1A) and the future Bolin Creek Greenway Phase 4 . • The project is identified in the 2009 Carrboro Comprehensive Bicycle Transportation Plan & 2020 Bicycle Plan Update. • The project is identified in <i>Carrboro Connects</i>. |

| State Maintenance Projects | | |
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| Project Name & Description | Status | Network |
| <p>East Main Street Resurfacing/Restriping NCDOT's resurfacing project for East Main Street in Carrboro and West Franklin Street in Chapel Hill, provided an opportunity for both towns to request new cross section designs for better bicycle infrastructure. East Main Street Operational Analysis and Restriping Plan Carrboro, NC - Official Website (townofcarrboro.org)</p> | <p>The resurfacing/restriping project is finished. NCDOT's work wrapped up in late September 2022; the Town arranged for the installation of green pavement markings and modifications to the traffic signals, work which was completed in October 2022.</p> <p>Staff has been in communication with Chapel Hill regarding the signal timing, particularly at Lloyd Street, and minor adjustments to the signal timing have been made.</p> <p>Staff conducted bike/ped counts in May 2022 before the resurfacing project and again in May 2023 after the new bike lanes were added. The number of cyclists roughly doubled at each of the locations counted: along Rosemary Street, at Back Alley Bikes and at the East Main/Weaver triangle. The number of pedestrians also increased at a similar rate.</p> <p>Note, the Town of Chapel Hill manages the traffic signal timing for Chapel Hill and Carrboro.</p> <ul style="list-style-type: none"> The staff member who suggested modifications to the signal timing in the downtown area is no longer with the Town and the position has not been filled. Chapel Hill has submitted a request for federal funding in SPOT P7.0 to upgrade the signal system for Chapel Hill and Carrboro. <p><u>Next Step(s) with anticipated schedule:</u></p> <ul style="list-style-type: none"> Continue to monitor the signal timing and adjust as needed, particularly at the Lloyd Street intersection. | <p>The installation of bike lanes on East Main Street will complete a key segment in the main east-west corridor for downtown and adds a significant addition to the Town's overall bicycle network.</p> <ul style="list-style-type: none"> The project is identified in the 2020 Carrboro Bike Plan Update. Of note, this is the Town's first use of green pavement markings, a treatment that requires special approval from FHWA. <p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> Slow Zone. |

| Project Name & Description | Status | Network |
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| <p>Merritt Mill Road Resurfacing/Restriping Merritt Mill Road is on NCDOT's resurfacing list for FY23. The project extends the full length of Merritt Mill Road from Rosemary Street to South Greensboro Street. Chapel Hill and Carrboro are working together with a consultant firm to evaluate the feasibility of a new cross section design with better bicycle infrastructure.</p> | <p>The consultant firm HNTB prepared has an initial report on an evaluation of the reallocation of the center turn lane to side bike lanes from Cameron Avenue to South Greensboro Street.</p> <p>RKA has completed a new pavement marking plan for the corridor including bike lanes from Cameron to the entrance at Perry Place/NC 54 Bypass off ramp. NCDOT approved the design.</p> <p>The resurfacing project including the signal work, utility work, milling, pavement and white pavement markings was completed in late August 2023.</p> <p><u>Next Step(s) with anticipated schedule:</u> The towns are working to get updated estimates for the installation of green pavement marking (underway).</p> <p>Additional work to improve the transition from the Libba Cotten bikeway to Merritt Mill Road and Cameron Avenue to follow as part of future projects. The additional costs associated with the necessary signal work at the intersection made it too expensive to include as part of the resurfacing project.</p> <p>It is anticipated the Libba Cotten/Cameron Avenue connection will be revisited as part of the protected bike lane infrastructure improvements for Cameron; design anticipated to be underway in spring 2025. Carrboro and Chapel Hill staff have had initial conversations regarding the project and possible design options.</p> | <p>Merritt Mill was not identified in the long-range network for the 2020 Bike Plan update, however, the inclusion of bike lanes for some or all of the corridor significantly improves bike access to the Pine Knolls and Cole Heights neighborhoods and access to the Lincoln Center offices and athletic fields as well as to Perry Place, the new affordable housing project by CASA.</p> <p>A possible modification at the east end of the Libba Cotten bikeway to improve the transition from the bikeway to Merritt Mill Road and Cameron Avenue has also been analyzed.</p> |

| Project Name & Description | Status | Network |
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| <p>Jones Ferry Road Resurfacing/Restriping Jones Ferry Road is on NCDOT’s resurfacing list for FY23-25. The project includes Jones Ferry Road from East Main Street to Old Fayetteville Road.</p> <p>The project area includes the segment of Jones Ferry Road that was part of the SPOT Safety project in 2015. As part of the project, a new traffic signal was installed at Davie Road and new a bike lane heading westbound and a new buffered bike lane heading eastbound.</p> <p>The Town requested NCDOT authorization to install delineator in the painted buffers to provide vertical separation—a protected bike lane. This involved a series of approvals from NCDOT including the new pavement marking plan.</p> <p>The Town will continue to monitor NCDOT’s resurfacing schedule and pursue restriping projects/lane reallocations to add bicycle facilities where appropriate.</p> <p>Staff will also continue to coordinate Town resurfacing/pavement marking projects include improvements recommended in the Bike Plan or other current standards from NCDOT or guidance from NACTO.</p> | <p>NCDOT has approved the design for adding a westbound buffered bike lane from Davie Lane to the entrance to the Willow Creek Shopping Center. The project will require modifications to the center median to create additional space for the new bike lane. Work was completed in spring 2024.</p> <ul style="list-style-type: none"> • The Town has received NCDOT approval for the new pavement marking plans (PMP) and the associated signal plans. The encroachment agreement has also been approved. • The resurfacing work which includes the new lane alignments was completed in the summer of 2024. • The project included micro- milling to address the pavement height issues around the drainage inlets in the bike lanes. • Traffic signals were modified at the intersections. <p><u>Next Step(s) with anticipated schedule:</u></p> <ul style="list-style-type: none"> • Public Works installed green pavement markings in February 2025. • Once all pavement and pavement marking installation is complete, the Town will reinstall flexible delineators would install flexible delineators along the eastbound lane. Staff is exploring whether additional delineators could be installed in the buffer along the westbound lane. | <p>The project would further improve access for residents along Jones Ferry Road to downtown, the Willow Creek Shopping Center (grocery store/pharmacy/laundromat) and recreation areas such as University Lake.</p> <p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> ✓ The project is identified in the Carrboro Bike Plan and a protected westbound bike lane is one of the five priority projects in the 2020 Bike Plan Update. |

| Project Name & Description | Status | Network |
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| <p>North/South Greensboro Street Resurfacing/Restriping</p> <p>Portions of North & South Greensboro Street are scheduled for NCDOT resurfacing in FY25- FY26. The project area was originally planned to extend from East Main Street to approximately Thomas Lane. NCDOT has recently inform staff that the resurfacing may be shifted south to extend from the South Greensboro Street roundabout to the North Greensboro Street/Estes Drive Ext. roundabout.</p> | <p>The Town has met with NCDOT to discuss opportunities to modify the cross section of Greensboro Street to improve bicycle infrastructure, particularly from the junction of North Greensboro and Hillsborough Road to Weaver Street, and the section of South Greensboro Street from the roundabout at South Green to the Smith Level Road bridge.</p> <ul style="list-style-type: none"> • Traffic counts were conducted along the 100-300 blocks of North Greensboro Street, and a capacity analysis completed in November 2023 to determine the feasibility of removing some/all of the center turn lane in (in front of Fitch Lumber/Harris Teeter) to provide space for bike lanes. • The capacity analysis determined that a lane reallocation would not be feasible. • Staff has also submitted a request to NCDOT to lower the speed limit from just west of Shelton Street to the Estes Drive roundabout from 30 mph to twenty-five mph. • Town staff has also conducted traffic counts at various locations along North Greensboro Street in November 2024. <p><u>Next Step(s) with anticipated schedule:</u></p> <ul style="list-style-type: none"> • Continue work on pavement marking plan for corridor for North Greensboro Street in collaboration with NCDOT from Braxton Foushee Street to Hillsborough Road. • Consider opportunities possible locations for pedestrian crosswalks and/or crosswalks with Rectangular Rapid Flashing Beacons (RRFB). | <p>The project is identified in the Carrboro Bike Plan and would improve bicycle infrastructure along a major transportation corridor.</p> <p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> • Bike Loop Detectors Project (U-4726-DF) • Slow Zone • South Greensboro Sidewalk Project (C-5650), including restriping plan for South Greensboro Street from the roundabout to the Smith Level Road bridge to include bike lanes. • 300 South Greensboro Street sidepath (ARPA) project. • Contra-flow bike lane along the 100 block of Maple Avenue would provide a designated lane for bicycles visiting the Drakeford Library Complex and/or seeking a connection from the Libba Cotten bikeway to the Roberson and/or PTA bikeway. • East Weaver Street capacity analysis to determine impacts of closing East Weaver to vehicle traffic. |

| Carrboro Updated Bicycle Plan | | |
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| Project Name & Description | Status | Network |
| <p>Bicycle Plan</p> <p>Four projects identified in the bike plan and submitted for inclusion in the Town CIP are scheduled to get underway in and FY24-FY25.</p> <ol style="list-style-type: none"> 1. Beginning the design for components of Priority #1, the sidepath along Homestead Road with a signalized crossing, 2. Priority #2, enhanced bicycle infrastructure on Shelton Street, 3. Priority #5, a protected westbound bike lane along Jones Ferry Road, particularly under the NC 54 Bypass, and 4. The first segment of buffered bike lanes for North Greensboro Street. | <ol style="list-style-type: none"> 1. ARPA funding was earmarked for the design & installation of a signalized crossing at Homestead Road and Claremont Drive. <u>Next Step(s) with anticipated schedule:</u> Staff is working with the Town Engineer to begin the design process for the installation of a Rectangular Rapid Flashing Beacon (RRFB) at Homestead/Claremont with the anticipation that installation would occur in fall 2024. Staff should have a better sense of the timeline by the next update. 2. Staff is working with the Town Engineer to consider possible design modifications to Shelton Street to provide better cycling facilities, such as a two-way cycle track and/or a contra-flow lane. This would likely involve regrading the north-south section Shelton to improve drainage and adding additional asphalt along the east-west segment by either moving the ditch back or adding a curb gutter section to provide sufficient width, and other improvements. | <ol style="list-style-type: none"> 1. Improvements to Homestead Road and the installation of a crossing to connect northern Carrboro to the downtown by way of the residential neighborhoods would also provide a significant improvement to bike-ped travel. This furthers the concept of identifying “neighborways,” existing low-traffic streets that tend to be preferred routes for cyclists. The approval of the conditional rezoning at 904, 820 Homestead Road and 310 Lucas Lane for a residential development (Newberry Place) included a condition, that required the construction of a pedestrian facility along the north side of Homestead. This facility would connect to the entrance at Claremont North. The upcoming resurfacing of Homestead Road (scheduled for FY25/FY26) may also offer an opportunity for installing better bicycle facilities to the extent allowed by the existing graded paved area and shoulder.) |

| Project Name & Description | Status | Network |
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| <p>Bicycle Plan Continued</p> <p>2. Priority #2, enhanced bicycle infrastructure on Shelton Street.</p> | <p>2. Shelton Street, continued</p> <p><u>Next Step(s) with anticipated schedule:</u></p> <ul style="list-style-type: none"> • The Town was allocated Regional Flexible Funds for three bike plan projects including the Shelton Street project. • Staff met with representatives from the Carrboro United Methodist Church and Carrboro Elementary School to discuss a concept plan in early November 2023. The Town Engineer has prepared a second iteration of the concept plan for the Shelton Street project and a second meeting with representatives from the Carrboro United Methodist Church and Carrboro Elementary School is scheduled for February 2025. • Staff also reviewed with the Transportation Advisory Board in May 2024. Staff would anticipate additional engagement with stakeholders as part of that process once an updated concept plan is developed. | <p>2. The installation of more complete infrastructure along Shelton Street would make it safer for children to bicycle and from Carrboro Elementary, particularly during peak hours and improve safety for all users during off peak hours. Shelton Street and Poplar Avenue provide a direction connection from North Greensboro Street near Shelton Station and Carr Mill to Hillsborough Road.</p> <p>Staff is preparing an application for a Safe Streets for All (SS4A) Demonstration Grant to extend the SRTS improvements on Shelton Street with painted pedestrian crossings/refuge islands across Hillsborough Road and West Main, and at West Main/ E Poplar and at West Main/West Poplar. Buffered bike lanes along Hillsborough Road and possible RRFB at certain intersections may also be included under the walk/bike to school theme.</p> |

| Project Name & Description | Status | Network |
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| <p>Bicycle Plan Continued</p> <p>3. Priority #5, a protected westbound bike lane along Jones Ferry Road, particularly under the NC 54 Bypass.</p> <p>4. The first segment of buffered bike lanes for North Greensboro Street. Priority #2, enhanced bicycle infrastructure on Shelton Street.</p> | <p>3. (Please see detailed project description and timeline under Jones Ferry Road resurfacing project.)</p> <ul style="list-style-type: none"> • The installation of a westbound bike lane on Jones Ferry Road necessitated modifications to the existing center median in three locations. This work was the responsibility of the Town to complete subject to NCDOT review/approval. The median work was completed during the summer of 2023. Costs associated with modifying the center median were covered with ARPA funding. • NCDOT’s resurfacing work (milling/pavement/restriping) was completed during the summer of 2024. <p><u>Next Step(s) with anticipated schedule:</u></p> <ul style="list-style-type: none"> • Green pavement markings are being installed in early 2025. • Delineators will be reinstalled along the eastbound lane shortly thereafter. Staff is exploring whether delineators can be added to the westbound lane. • NCDOT completion of ADA ramps/crosswalks. <p>4. Staff is checking with NCDOT on the current schedule for North Greensboro Street to be resurfaced—the project may be bumped out a year in order to include South Greensboro Street after the sidewalk is finished. Work on a conceptual plan for the buffered bike lanes is underway to allow implementation (restriping) to occur as part of the NCDOT project is underway. Initial traffic counts have been completed. The Town Engineer is working on a pavement marking plan to submit to NCDOT for review.</p> | <p>3. The need for westbound bike lanes along Jones Ferry Road from Alabama Avenue to the entranceway to the Willow Creek Shopping Center was identified in the bike plan as a priority project. Adding buffered bike lanes along this segment of Jones Ferry Road will be a significant infrastructure improvement increasing bike safety for cyclists and connecting the apartments along Jones Ferry Road to the grocery store at Willow Creek and to the downtown area.</p> <p>4. Restriping North Greensboro Street to include buffered bike lanes will significantly improve bicycle safety along an important east/west corridor for the downtown area and the overall network.</p> <p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> • Bike Loop Detectors Project (U-4726-DF) • Slow Zone • The Town submitted a bundle of three bike enhancement projects for the FY25 Call for Projects for Regional Flexible Funding (RFF). These include construction costs for the Shelton Street contra-flow, cycle track project, restriping East Poplar Avenue to establish a pedestrian lane, and adding a bicycle contra-flow lane to the one-block section of Maple Avenue alongside of the 203 Project, which will be converted to one-way traffic as part of the construction of the Drakeford Library Complex. |

| Safety Projects | | |
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| The following projects focus on a particular aspect of bike/ped safety. | | |
| Project Name & Description | Status | Network |
| <p>Jones Ferry Road Protected Bike Lane Installation of plastic delineators within the painted buffers along the inbound bike lane on the Jones Ferry Road, to create vertical separation between the vehicle and person on a bicycle.</p> <p>Jones Ferry Road was restriped with painted bicycle buffers as a follow-up to an NCDOT SPOT safety project.</p> | <p>The one-year pilot program installed in August 2021, lead to a successful restriping project.</p> <p>Staff will conduct a follow-up survey after the reinstallation of the flexible delineators in the spring of 2025 to compare with the results of the October 2021 survey following the October 29, 2021, group celebration ride.</p> <p>See update under NCDOT resurfacing.</p> | <p>The installation of protected bike lanes adds a major segment of bicycle infrastructure along the one of the main routes into downtown. It also connects to University Lake and the Jones Ferry Road Park and Ride Lot.</p> <ul style="list-style-type: none"> • The project is identified in the Carrboro Bike Plan. • <p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> • Resurfacing – Jones Ferry Road • Bike Plan |
| <p>NCDOT ADA Ramp Project NCDOT is in the process of installing updated sidewalk ramps at various locations in and around downtown.</p> | <p>NCDOT bids out ADA ramp replacements in bundles every couple of years. At the beginning of the last cycle, staff reviewed all the locations and requested crosswalks at intersections.</p> <p>In the fall of 2023, staff learned that NCDOT planned to rebid the remaining ramps—this includes the crossings along North Greensboro Street and other locations identified in the bullets below. Since the project includes multiple jurisdictions, it can be difficult to get a precise schedule for when the work will be completed.</p> <p>Some of the ramps, such as the locations along South Greensboro Street were completed in 2024.</p> | <p>Staff has been working with NCDOT to review the proposed locations for new ramps, and where appropriate to request additional infrastructure improvements such as new crosswalks. This collaboration has provided an opportunity to obtain a preliminary evaluation of the suitability of locations for enhanced crossings and in some case the installation of the crossing as part of the NCDOT project. NCDOT sent out a notice of the next ADA ramp cycle in late February of 2023 for Town review. Staff requested additional ramp locations along local streets to further advance the Town’s efforts to ADA improvements.</p> <p>Of note, Planning staff are in the process of preparing an ADA Transition Plan in anticipation of a fall 2025 public hearing.</p> |

| Project Name & Description | Status | Network |
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| <p>NCDOT ADA Ramp Project Continued.</p> | <p>NCDOT has awarded bids to two contractors. One will complete the remaining ramps in the FY23 project, with work anticipated to begin in June. The second firm will install ramps/crosswalks for the FY24 cycle, focusing on the area around Old Fayetteville and West Main Street, with an anticipated start date of March. Contract availability is March 18, 2024 – September 19, 2025. (DG00633 - ADA Ramp).</p> <p><u>Next Step(s) with anticipated schedule:</u> Work in Carrboro is currently underway. The project should include ramps and painted crosswalks in selected locations.</p> <p>Locations that have been previously approved by NCDOT include:</p> <ul style="list-style-type: none"> • NC 54 & W Poplar Ave • NC 54 & W Main St • NC 54 & Old Fayetteville Rd • Hillsborough Rd & N Greensboro St • E Main St & N Greensboro St • E Main St & Lloyd St • E Main St & W Rosemary St • E Main St & Boyd St • N Greensboro St & Oak Ave • N Greensboro St & Robert Hunt Dr • E Main St & Carrboro Police Parking Lot • E Main St & Roberson St/E Weaver St • E Main St & Amante’s Pizza • NC 54 Ramp at Smith Level Rd • W Main Street & Jones Ferry Rd • S Greensboro St & FPG • S Greensboro St & UNC Child Development • Homestead Rd and Rogers Rd • Rogers Rd & Sylvan Way • Rogers Rd & Zeiger Lane | <p>Locations identified by staff are listed below. Staff has not received confirmation that all of these locations will be included in the project.</p> <p><u>NCDOT Streets</u></p> <ul style="list-style-type: none"> • SR 1010 and NS 98601 (Fidelity St) • SR 1010 and NS 96513 (High St) • SR 1010 and 112 NC 54 Bypass—Berkshire 54 Apartments • SR 1010 and SR 1919/1772 • SR 1010 and NS 96754 (Roberson St) • SR 1010 and NS 98836 (Boyd St) • SR 1009 and NS 97044 (Shelton St) • SR 1919 and NS 96549 (Poplar Ave) <p><u>Town Streets</u></p> <ul style="list-style-type: none"> • NS 97611 (Lloyd St) and NS 99117 (Cobb St) • NS 97611 (Lloyd St) and NS 98093 (Hosiery St) • NS 97611 (Lloyd St) and NS 99331 (Fowler St) • NS 98820 (Broad St) and NS 98094 (Hill St) • 346 NS 98820 (Broad St)—Henry W. Baldwin Park • NS 98820 (Broad St) and NS 96989 (Starlite Dr) • NS 98820 (Broad St) and NS 99331 (Fowler St) • NS 98820 (Broad St) and NS 99117 (Cobb St) • NS 96553 (Rosemary St) and SR 1010 • NS 96553 (Rosemary St) and NS 96630 (Sunset Dr) • NS 98835 (BPW Club Rd) and NS 97459 (Orchard Ln) • 142 NS 98835 (BPW Club Rd)—Bridges at Chapel Hill apartments • 180 NS 98835 (BPW Club Rd)—Trinity at the Hill apartments (3 entrances) • NS 98835 (BPW Club Rd) and NS 96621 (Tar Hill Dr) • NS 96621 (Tar Hill Dr) at Trinity at the Hill apartments (3 entrances) |

| Project Name & Description | Status | Network |
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| <p>Slow Zone Implementation of a slow zone for the downtown. Staff continues to utilize a multi-prong approach to reduce vehicular speeds in the downtown area. This includes:</p> <ul style="list-style-type: none"> • Partnering with NCDOT on state resurfacing projects to narrow travel lanes to slow vehicles and to add, when possible, improved infrastructure for cyclists/pedestrians. • Updating pavement markings to include bike markings/infrastructure as part of Town resurfacing projects. • Evaluating opportunities to use RRFBs or other enhancements for crossings. • Continuing to collaborate with NCDOT for state ADA ramp improvements, to include crosswalks or other infrastructure as appropriate. • Working with Chapel Hill to monitor and modify signal timing, particularly in the downtown area to provide more opportunities for pedestrians to cross with the light cycle. • Continuing systematic data collection to identify locations with regular speeding and safety concerns. • Using public information/education campaigns as another strategy to ask drivers to be alert and slow down. • Considering the use of radar speed displays in the downtown area to make drivers aware of their operating speeds without the use of citations and associated police hours. • Submitting requests to NCDOT to lower speed limits (incrementally). | <p>The combination of these projects with an educational campaign and strategic use of radar speed signs should help advance the implementation of the zone:</p> <ul style="list-style-type: none"> • restriping on East Main Street (completed), • protected bike lanes on Jones Ferry Road heading eastbound (completed), • addition of bike lanes on Jones Ferry Road heading westbound (completed), • restriping along North Greensboro Street with buffered bike lanes (pavement marking plan in design), • 5 mph speed limit reduction along North and South Greensboro Street (under consideration; staff reached out again to NCDOT in October 2024), • 5 mph speed limit reduction for downtown section of Hillsborough Road (under consideration staff reached out again to NCDOT in October 2024), • possible bike lanes along the segment from the roundabout to the Smith Level Road bridge as part of the South Greensboro Street sidewalk project (under review with NCDOT and Chapel Hill Transit), and • review of design for shared-use path along the 300 block of South Greensboro Street to connect the sidewalk for pedestrians and Old Pittsboro Road for cyclists to the bike paths at either end of Carr streets, to the Drakeford Library Complex and the greater downtown area, staff has discussed the proposed design with the property owner at 300 South Greensboro, and is preparing construction plans, and • possible installation of RRHB at key crossings (under consideration as part of North Greensboro restriping and/or demonstration grant) | <p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> • Resurfacing projects • Bike Plans • <i>Carrboro Connects</i> • Pedestrian Safety Projects • Vision Zero • Road to Zero • Traffic Calming • Maple Avenue Contra-flow • 203 Connector |

| Project Name & Description | Status | Network |
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| <p>Pedestrian Safety Projects (crossings)</p> | <p>No additional updates. Staff continues to work with NCDOT and the Town Engineer to evaluate locations for safety improvements, including new/improved crosswalks. Certain locations may be deemed unsuitable for a crosswalk due to limited visibility/curves in the road or lack of receiving infrastructure.</p> <p>As part of the Town’s review of ARPA projects on October 11th, funding was earmarked for the design/installation of Rectangular Rapid-Flashing Beacons (RRFB) at two locations. (Town of Carrboro - Meeting of Town Council on 10/11/2022 at 7:00 PM (legistar.com)).</p> <p><u>Next Step(s) with anticipated schedule:</u></p> <ul style="list-style-type: none"> • Staff is working with the Town Engineer to begin the design process for the RRFBs at Hillsborough Road at McDougle Elementary School, and Homestead Road at Claremont. • Staff is also exploring the possibility of including RRFBs at North Greensboro and Hillsborough and North Greensboro and Quail Roost in the SS4A demonstration grant, and at other locations along North Greensboro as part of the resurfacing project.. | <ul style="list-style-type: none"> • Bike Plan. A number of the crosswalk improvements have been identified in the Bike Plan as part of the long-range network. Signalized crossings at Homestead/ Strafford and Homestead/Claremont are recommended as part of the Homestead Road priority project in the 2020 Bike Plan Update. • Safe Routes to School Action Plan. • Vision Zero Initiative • Regional Safe Streets for All (SS4A) Action Plan <p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> • ARPA funding • Bike Plans • Vision Zero • Road to Zero • SS4A Demonstration Grant • ADA Ramp project |

| Plans/Policies | | |
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| Project Name & Description | Status | Network |
| <p>Transportation Demand Management (TDM) TDM is the application of strategies and policies to reduce reliance on single-occupancy vehicles (SOV) by encouraging other options for travel such as carpooling, public transit, biking, walking, remote or teleworking, and flexible work schedules.</p> | <p>For the last 10+ years, the Town of Carrboro has participated in Central Pines Regional Council's (formerly Triangle J COG) TDM grant, "Triangle Transportation Choices," as a subrecipient of the Town of Chapel Hill. FY24 was the first year that Carrboro applied for and was awarded a standalone grant for just under \$20,000. The grant involves up to 50-percent reimbursement on preapproved TDM activities designed to encourage behavioral changes to walk, bike, use transit and other alternatives to traveling by SOV. The TDM program serves as complement to constructing new transportation infrastructure.</p> <p>The Town's application for the FY25-26 transportation choices grant cycle has been selected. This will be the first year that the grant will extend for a two-year period.</p> <p>TDM staff will continue to participate at some of the new Carrboro in Motion events to provide information relating to bike safety, transit routes and other opportunities for travel choices. The Town will also continue to partner with Chapel Hill and UNC and others at regional TDM events.</p> <p>Staff is working on some new activities for the upcoming year, including one or more programs geared toward an older audience with information on transit services throughout Orange County.</p> | <p>TDM programs focus on providing information and activities designed to change travel behaviors, not on the construction of new infrastructure. Proposed shared micro-mobility programs, such as bike shares can also assist with the first mile/last miles needs associated with transit use.</p> <p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> • Carrboro Connects • Orange County Transit Plan • Vision Zero • Carrboro Community Climate Action Plan |

| Project Name & Description | Status | Network |
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| <p>Transportation Demand Management (TDM) continued</p> | <p>Recent activities included:</p> <ul style="list-style-type: none"> • The annual “Lighten Up” event in November. Staff were located along both ends of the Libba Cotten bike path and distributed 100 bike safety kits for traveling during the winter months. • Walk to school day in October including a Walk with Mayor Foushee from Wilson Park to Carrboro Elementary School. <p><u>Next Step(s) with anticipated schedule:</u></p> <ul style="list-style-type: none"> • 2025 Bike Month activities: Walk, Bike, Roll to School Day; the Bike on Bus Event at the Farmers Market; Bike to Work events, and Community Rides. | |
| <p>Safe Routes to School (SRTS) In 2012, the Town adopted a Safe Routes to School Strategic Action Plan. The plan focuses on opportunities for active travel to Carrboro Elementary and McDougle Elementary Schools. The Town currently has a SRTS Implementation Committee that meetings about 5 times a year as a subcommittee of the Transportation, Mobility and Greenways Advisory Commission.</p> | <p>In December 2022, NCDOT’s Integrated Mobility Division (IMD) announced a Safe Routes to Schools Non-Infrastructure Grant opportunity. The Town explored partnering with Chapel Hill and CHCCS on a single application for a designated SRTS staff person at the district level, but ultimately decided to apply for a standalone grant to 1) use for consulting services to update the existing plan include all of the schools in Carrboro—Morris Grove Elementary, McDougle Elementary and Middle, and Carrboro Elementary, 2) to update demographic data for all schools, and</p> | <p>While the SRTS grant is a non-infrastructure grant, there is still an opportunity to conduct audits to identify where infrastructure improvements may be needed for students to walk/bike to school with their families. The audits can also assist with the development of walking school bus and bike train routes for groups of students to travel together with supervision to and from school.</p> |

| Project Name & Description | Status | Network |
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| <p>Safe Routes to School (SRTS) continued</p> | <p>3) to contribute toward seed funding for a position at the district level.</p> <p>In April 2023, staff received notice that the Town had been awarded a grant of \$89,349. In February 2025, NCDOT alerted staff of the opportunity to receive an additional \$128,000 of federal funding (with \$32,000 local match) for a total grant budget of \$250,000. This would allow for expanding the project to include Carrboro High School as well as additional purchases to support programming, such as bicycles and safety equipment.</p> <p>The programming component serves as the companion to the infrastructure projects underway including bike-ped improvements to Shelton Street (RFF project), possible projects for pavement markings at key crossings at Hillsborough/West Main/East & West Poplar, possible flexible delineators along Hillsborough Road, and RRFBs at McDougle (ARPA) and Quail Roost (SS4A demonstration grant).</p> <p>Town staff is participating in monthly SRTS meetings with the CCCS District and the Town of Chapel Hill.</p> <p><u>Next Step(s) with anticipated schedule:</u></p> <ul style="list-style-type: none"> • Enter into Supplemental Agreement with NCDOT for additional funding (March 2025) • Apply for SS4A demonstration grant (March 2025 NOFO) • Appoint the remaining three members of the SRTS Implementation Committee. | <p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> • Carrboro Connects • Vision Zero • Safe Streets for All (SS4A) Action Plan & Demonstration Grant • TDM – Carrboro Transportation Choices • Bike Plans • Carrboro Community Climate Action Plan • Complete Streets • Transportation infrastructure projects |

| Project Name & Description | Status | Network |
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| <p>Vision Zero Vision Zero is a national program designed to eliminate fatalities from vehicles. Vision Zero Network Making our streets safer</p> <p>Town’s participation in the NC Vision Zero Leadership Team Institute program, has led to Carrboro inclusion to the list of NC Vision Zero Communities. Communities - NC Vision Zero</p> | <p>Carrboro currently addresses safety in a number of ways—construction of bike/ped infrastructure projects, participation in TDM, Safe Routes to School (SRTS), Watch for Me NC programs.</p> <p>The Council adopted text amendments to support Complete Streets in June 2023 followed by a resolution to advance a Vision Zero initiative in November 2023.</p> <p>In September 2023, the Town Council held two worksessions related to transportation: the connector roads policy and the Residential Traffic Management Plan (RTMP). One of possible next steps identified as part of the traffic calming discussion was develop a more systematic approach for collecting traffic counts, in order to develop a better understanding of travel behavior townwide.</p> <p>The Town has sent a team to the second, third and four Annual NC Vision Zero Leadership Team Institute hosted by NC Vision Zero and UNC Chapel Hill bringing representatives from Planning, Public Works, Fire and the Police departments. Participants were encouraged to design and implement one or more “quick builds” projects small-scale safety projects such as temporary pavement markings. Public Works completed the first installation at the intersection of the Libba Cotten bikeway and Roberson Street in the summer of 2024. The colorful pavement markings highlight the entrance/exit of the bikeway while enhancing the pedestrian crosswalks.</p> | <p>Participation in the Vision Zero Leadership Team Institute should provide the Town with a better understanding of the program and how to better incorporate safety in Town transportation projects.</p> <p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> • <i>Carrboro Connects</i> • Bike Plan • Safe Routes to School Action Plan • Watch for Me NC • TDM • Road to Zero • Residential Traffic Calming • Safe Streets for All Action Plan (SS4A) |

| Project Name & Description | Status | Network |
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| <p>Vision Zero continued</p> | <ul style="list-style-type: none"> • In January 2024, the Town submitted an application for a Road to Zero Grant as a strategy to fund the development of a systematic traffic count plan. The Town was not awarded the grant but has applied again for the 2025 cycle. <p><u>Next Step(s) with anticipated schedule:</u></p> <ul style="list-style-type: none"> • The Town was selected to send a team to the 2025 Vision Zero Leadership Institute program. • Staff is preparing an application for a SS4A demonstration grant in March. | |
| <p>The Safe Streets for All (SS4A) Grant Program, part of the Infrastructure Investment and Jobs Act, provides funding for: 1) the development of a Comprehensive Safety Action Plan and 2) implementation of the Action Plan—funding for infrastructure and/or programs. An adopted Action Plan is a prerequisite for applying for funding for infrastructure. https://www.transportation.gov/grants/SS4A</p> | <p>The DCHC MPO (now TWTPPO) successfully submitted a SS4A grant application to prepare a comprehensive Safety Action Plan for all the regional partners as part of the FY funding cycle. The project has experienced delays associated with the TPO’s restructuring from being part of the City of Durham to the Central Pines Regional Council.</p> <p>Toole Design was hired to prepare the Safety Action Plan in March 2024. The timeline is on a fast track to allow for the opportunity to apply for the FY25 NOFO expected to be released before the end of March 2025.</p> <ul style="list-style-type: none"> • Implementation grants are expected to have a minimum award of \$2.5 million • Planning and Demonstration grants are expected to be around \$100,000. • Both grants require a 20% local match. | <p>The SS4A grant program will provide funding for another couple of year so that the joint grant scenario provides an opportunity to get a plan and seek funds for implementation—constructing bike/ped infrastructure. And as noted above, having a Vision Zero Plan should strengthen the Town’s future Bicycle Friendly Community application.</p> |

| Project Name & Description | Status | Network |
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| <p>Safe Streets for All (SS4A) Grant Program continued</p> | <p><u>Next Step(s) with anticipated schedule:</u></p> <ul style="list-style-type: none"> • The TWTPO is working to complete a draft version of the Action Plan by the end of February. • The second open house for the public to learn about the project is tentatively scheduled for March 13th at the Drakeford Library. • Partner jurisdictions will be expected to endorse/adopt the Action Plan sometime in late March/April. An agenda item for the Town Council has been tentatively scheduled for March 18th. • Staff is preparing an application for a demonstration grant to support the SRTS program. It is anticipated that the proposal would include pavement markings at key crossings at Hillsborough/West Main/East & West Poplar, possible flexible delineators along Hillsborough Road, and possibly RRFBs at McDougle (ARPA) and Quail Roost. | |
| <p>Orange County Transit Plan Adopted in December 2022 by Orange County, the DCHC MPO and GoTriangle, the updated Orange County Transit Plan identifies commitments for public transit—operating and capital project expenditures—for the next fifteen to twenty years. Funding comes from three dedicated transit tax revenues: half-cent sales tax, three-dollar increase to GoTriangle Regional Vehicle Registration fee, seven-dollar County vehicle registration fee. Funds from the five-percent vehicle rental tax have been shifted from the transit plan to GoTriangle. See also Orange County Transit Plan 2020 – Transit Plan 2020 (octransit2020.com)</p> | <p>On November 1, 2022, the Town Council received a presentation on the status of the Orange County Transit Plan update and approved a resolution of support (Town of Carrboro - Meeting of Town Council on 11/1/2022 at 7:00 PM (legistar.com)).</p> <p>The Orange County Transit Plan Update was adopted in December 2022 by the three signatory authorities: Orange County, the DCHC MPO, and GoTriangle. Durham County also adopted an update to the Durham County Transit Plan following a similar process. The DCHC MPO staff has turned over the administration of the transit plans—staff working group to the counties.</p> | <p>Transit funds have been allocated to Carrboro for several transportation infrastructure projects such as the South Greensboro Street sidewalk and Morgan Creek Greenway, and the signalized pedestrian crossings along NC 54. Projects that the Town submitted for the list of “unfunded priorities” were included in the plan.</p> |

| Project Name & Description | Status | Network |
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| <p>Orange County Transit Plan continued</p> | <p>Updates to the Orange and Durham counties transit plans included consultant services to review the agreements associated with the implementation of the two transit plans. The Council received an update on the governance study on May 23, 2023.</p> <p>The agreements include a new interlocal agreement between the three signatory authorities: Orange County, the DCHC MPO, and GoTriangle, a Comprehensive Participation Agreement (CPA), new Global agreements for operating services and capital project and updated bylaws for the codifying rules and procedures for the staff working group (SWG).</p> <p><u>Next Step(s) with anticipated schedule:</u></p> <ul style="list-style-type: none"> • The SWG is in the process of developing the FY26 Work Program. • Staff submitted updated requests to increase the funding for three capital projects (Phase 1 of the Morgan Creek Greenway, the South Greensboro Street Sidewalk and the Estes Drive Bike-Ped Improvements to align with the engineer’s most recent cost estimates. Funds will be applied toward the local match. • Staff also submitted project requests for two standalone projects: a one-block section of sidewalk in front of O-2 Fitness on West Main Street and the “203 Connector” a new sidewalk between Roberson Street and East Main Street. | |

| Project Name & Description | Status | Network |
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| <p>Micro-mobility - Bike Share In February 2022, after several months of planning, UNC advertised a joint RFP for a single unified bike share program for UNC, Chapel Hill, and Carrboro. The proposal did not include scooters per UNC's policy.</p> <p>Three vendors responded and after vetting, UNC began negotiations with a preferred vendor. In October, the preferred vendor indicated that it would be unable to meet its overhead costs based on the combination of user fees and hub advertisements and would therefore need to charge the parties \$200,000 to get the program underway.</p> <p>The RFP was clear that program expenses were to be covered by user fees/advertisements with no additional costs charged to the parties, so UNC reached out to the other responsible respondent(s) and offered them an opportunity to modify their proposals. In December 2022, UNC notified the Towns that they had decided to go with SPIN as the vendor, with a base cost of \$100,000 for the two hundred bikes identified in the RFP for the full program. UNC would cover half of the up-front cost for one hundred bikes; the Towns could participate by splitting the remaining cost for the other 100 bikes.</p> <p>There were some legal questions relating to whether the towns can pay for this service, as well as concerns with bikes being left in the public ROW. On May 23rd, the Towns met with the vendor to discuss enforcement/rebalancing and possible licensing agreements.</p> | <p>In the fall of 2023, Chapel Hill determined that it would not be able to participate in the bike share under the structure that UNC was using. Staff at both towns will continue to explore options to developing a program or bicycles and/or other micro-mobility.</p> | <p>The 2020 Bicycle Plan Update included a section on the possible benefits of developing a micro-mobility program. An electric bike share system creates an opportunity for the bikes to provide transportation needs for some users as well as provide options for first mile/last mile trips for transit users.</p> <p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> • TDM • Orange County Transit Plan • <i>Carrboro Connects</i> • Bike Plan • Bicycle Friendly Community status |

Traffic Calming

The Town uses a petition based residential traffic calming plan to address neighborhood concerns with speeding. See also comments under Vision Zero above, relating to the possible development of a systematic approach toward traffic counts for understanding travel behaviors.

- Staff is in the process of processing the backlog of requests and has sent out area of influence (AOI) maps and petition materials to seven neighborhood representatives. Two requests have gone to the Town Council for consideration and traffic calming measures have been installed in one location.
- Staff is also seeking grant funding to conduct a systematic townwide set of counts that can be replicated on a regular schedule to help inform updates to the

| Project Name & Description | Status | Network |
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| <p>Starlite Drive Staff was directed to move forward with a traffic calming plan for Starlite Drive.</p> | <p>The traffic calming plan for Starlite Drive was installed in October 2022. The plan included the installation of a new speed table located mid-block of the main north-south segment of Starlite Drive, and a new stop sign heading westbound from Sunset Drive with associated pavement markings.</p> <p>Residents have reported that the stop signs have not been effective. Public Works staff have checked the location of the sign, and Police have increased patrols. Staff will continue to monitor and conduct additional traffic counts.</p> <p><u>Next Step(s) with anticipated schedule:</u></p> <ul style="list-style-type: none"> • Traffic counts were collected in September 2023 and again in early November 2023 and indicated a reduction in travel speeds and number of trips. • Staff continue to monitor speeds with additional police patrols and provide periodic updates at Traffic and Parking committee meetings. | <p>Traffic calming can be an effective way to make a street more pedestrian friendly.</p> |
| <p>Barred Owl Creek Staff was directed to move forward with an interim traffic calming plan to address existing conditions, in the Barred Owl Creek neighborhood, particularly along Carol Street.</p> | <p>March 30, 2022, Public Works installed a temporary speed hump on the one hundred block of James Street. This was the remaining element of the interim traffic calming measures for the Barred Owl Creek Neighborhood discussed at the November 2021 Town/neighborhood information meeting. Staff plans to continue to conduct traffic counts to evaluate the effectiveness of the four measures: curb extensions at the intersection of Lorraine and Carol streets, two sets of neckdowns on Carol Street (100 & 300 blocks) and the speed hump on the 100 block of James Street.</p> | <p>Traffic calming can be an effective way to make a street more pedestrian and bicycle friendly.</p> |

| Project Name & Description | Status | Network |
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| <p>Barred Owl Creek continued</p> | <p>The Town recently purchased additional traffic counters so that staff could conduct counts at multiple locations at the same time and at more frequent intervals.</p> <ul style="list-style-type: none"> • Staff conducted a series of traffic counts at 12 locations in the Barred Owl Creek neighborhood during October and November of 2023. This represents all of the locations that the Town and the Lloyd Farm applicants conducted counts. Staff is in the process of analyzing the data to compare the current counts with the previous ones. • An initial report was provided to the staff Traffic & Parking committee meeting in February 2024. Staff determined that additional analysis was needed to better compare the new count data with the previous counts taken before the installation of the interim measures. <p><u>Next Step(s) with anticipated schedule:</u></p> <ul style="list-style-type: none"> • Transportation staff are in the process of preparing a more detailed report on the before and after counts for the Traffic & Parking committee this spring to evaluate the success of the interim measures and to consider next steps. | |

American Rescue Plan Act (ARPA)

[Town of Carrboro - Meeting of Town Council on 10/11/2022 at 7:00 PM \(legistar.com\)](#)

In early November, staff from the Planning and Public Works departments met with the Town Engineer to begin to scope out and schedule transportation projects identified for funding with the Town's allocation of ARPA funds. The group has continued to meet focusing most of the attention, to date, toward the Jones Ferry Road bike lane project to align with NCDOT's resurfacing schedule.

| Project Name & Description | Status | Network |
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| <p>Sidepath Connecting Old Pittsboro Road to West Carr Street</p> <p>This project involves the design and construction of a 10- to 12-foot sidepath along the 300 block of South Greensboro Street, to widen the existing pedestrian facility such that it can also serve cyclists. The South Greensboro Street sidewalk project ends at the north end of Old Pittsboro Road. Cyclists are encouraged to use Old Pittsboro Road to travel northbound and there is an important connection to West Carr Street to access the bikeway to Main/Jones Ferry Road. The Drakeford Library Complex will attract visitors using all modes.</p> | <p>Public Works staff has prepared conceptual plans for two alternates for constructing a 10-foot sidepath along the 300 block of South Greensboro Street.</p> <p>The plan was shared with NCDOT for preliminary comments in February 2023.</p> <p>Staff has corresponded with the owner of the property to discuss the project and potential need for easements (temporary construction and/or permanent). Easement documents have been prepared.</p> <p><u>Next Step(s) with anticipated schedule:</u></p> <ul style="list-style-type: none"> • Finalize/record easement documents. • Prepare construction documents. • Bid for construction. Depending on the timing, the project may be bid as a standalone project this fall or as an add-on to the South Greensboro Street Sidewalk in in 2026/2027. | <p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> • South Greensboro Street Sidewalk (C-5650) • The 203 Project • Bike Plan • <i>Carrboro Connects</i> • Possible bicycle contra-flow lane along the one block section of Maple Avenue that is being converted to one-way traffic as part of the 203 Project—if selected for RFF funding. |

| Project Name & Description | Status | Network |
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| <p>RRFB at Homestead Road/Claremont Drive The number one priority project from the 2020 Bike Plan Update is to design/construct a multi-use path along portions of Hillsborough Road with signalized crossings at Stafford Drive and Claremont Drive.</p> | <ul style="list-style-type: none"> Staff is working with the Town Engineer to begin the design process for the installation of a Rectangular Rapid Flashing Beacon (RRFB) at Homestead/Claremont with the anticipation that installation would occur in fall 2024. Staff should have a better sense of the timeline by the next update. There may be an opportunity to design/install both RRFB using the same contractor for an economy of scale savings. | <p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> Bike Plan <i>Carrboro Connects</i> Safe Routes to School Action Plan Pedestrian Safety Projects |
| <p>RRFB at Hillsborough Road/McDougle Elementary School This project would involve the design/construction of a signalized crossing at McDougle to improve safety, particularly during off-peak hours when a crossing guard is not present.</p> | <p>Please see comments for the RRRB at Homestead/Claremont.</p> | <p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> Safe Routes to School Action Plan Pedestrian Safety Projects |
| <p>Bus Stop Improvements at Jones Ferry Road/Barnes Street The project includes a new bus shelter on a concrete pad with improved lighting and bicycle facilities, include a possible electric bicycle charging station. Repairs to the retaining wall along Jones Ferry Road and other improvements to be included to the extent possible.</p> | <p>Town staff has met with Chapel Hill Transit to discuss the Town's interest in enhanced facilities at the Barnes Street bus stop and to review construction plans for the shelter and associated site work and amenities.</p> <p>Chapel Hill Transit is working with its consultant team to finish the construction plans and associated survey work for necessary easements/utility work.</p> <p><u>Next Steps</u></p> <ul style="list-style-type: none"> Staff is reviewing the ARPA project description with the updated cost estimates in anticipation of working with NCDOT to submit the necessary encroachment agreements, and to arrange for certain utility work. | <p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> Barnes Street Sidewalk (EB-5890); not yet initiated. Orange County Transit Plan <i>Carrboro Connects</i> |
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